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AGO D/A ltr 29 Apr 1980 ; AGO D/A ltr 29 Apr 1980	

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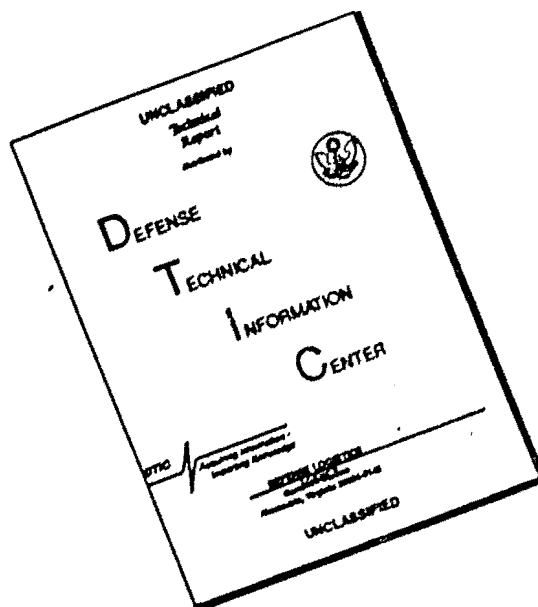
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DEPARTMENT OF THE ARMY
OFFICE OF THE ADJUTANT GENERAL
WASHINGTON, D.C. 20310

(12) 21p.

(11) 14 Nov 69

IN REPLY REFER TO

(9) Operational report for quarterly period ending 31 Jan 69.

AGDA (M) (26 Feb 70) FOR OT-UT-694094

5 March 1970

(18) OACSFOR

SUBJECT: Operational Report Lessons Learned, Headquarters, 145th Aviation Battalion ~~Period Ending 31 October 1969 (U)~~

(U)

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1. Subject report is forwarded for review and evaluation in accordance with paragraph 4b, AR 525-15. Evaluations and corrective actions should be reported to ACSFOR OT UT, Operational Reports Branch, within 90 days of receipt of covering letter.
2. Information contained in this report is provided to insure appropriate benefits in the future from lessons learned during current operations and may be adapted for use in developing training material.

BY ORDER OF THE SECRETARY OF THE ARMY:

ROBERT E. LYNCH
Colonel, AGC
Acting The Adjutant General

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DEPARTMENT OF THE ARMY
HEADQUARTERS, 145TH AVIATION BATTALION (COMBAT)
APO San Francisco 96227

"FIRST IN VIETNAM"

AVBACA-BC

14 November 1969

SUBJECT: Operational Report - Lessons Learned, 145th Aviation Battalion
(Combat), Period Ending 31 October 1969 RES CSFOR-65 (R2)

SEE DISTRIBUTION

1. Operations: Significant Activities:

a. Mission: The overall mission of this Battalion did not change during this reporting period. The mission continues to be to augment the capabilities of II Field Forces Vietnam and the Republic of Vietnam forces operating in the III Corps Tactical Zone.

b. Organization:

(1) The following organizational changes took place during this reporting period:

(a) 26 Sep 69 - 391st Quartermaster Detachment (QM Det) was assigned to the 145th Aviation Battalion (Combat).

(b) 2 Oct 69 - 391st QM Det was further attached to HHC, 145th Aviation Battalion (Combat).

(2) As of 31 October 1969, the Battalion was organized as shown by Inclosure 1.

c. Personnel:

(1) Command and staff changes and present status:

(a) Commanding Officer, 145th Aviation Battalion (Combat)

LTC John J. Top 525-60-9883 FA

(b) Battalion Executive Officer

MAJ Robert H. Desjardins 036-24-2223 EN

(c) Battalion Adjutant

CPT Loren T. Saxton

098-34-1585 IN

FOR OT UT
694 094
Inclosure

1
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14 November 1969

SUBJECT: Operational Report - Lessons Learned, 145th Aviation Battalion
(Combat), Period Ending 31 October 1969 RES CSFOR-65 (R2)

(d) Battalion S-2 (16 Sep 69)

Outgoing:	CPT Steven L. Colliau	558-58-0820	ADA
Incoming:	CPT Bryson D. Brown	462-62-6750	MI

(e) Battalion S-3 (11 Sep 69)

Outgoing:	CPT Douglas R. Terrell	573-50-1181	AR
Incoming:	MAJ Robert A. Gleason	294-28-4667	IN

(f) Battalion S-4 (21 Aug 69)

Outgoing:	CPT Paul W. Kant	508-56-3762	QM
Incoming:	CPT Roderick J. Henderson	508-54-5821	QM

(g) Commanding Officer, HHC, 145th Avn Bn (Cbt)

CPT Olen L. Earnest	266-56-9834	IN
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(h) Commanding Officer, 68th Avn Co (Aslt Hel)

MAJ Thomas G. Moody, Jr.	238-56-4530	IN
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(i) Commanding Officer, 118th Avn Co (Aslt Hel)

MAJ Barney P. Hancock	256-62-5258	IN
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(j) Commanding Officer, 190th Avn Co (Aslt Hel)

MAJ Joe D. Jobe	409-44-7136	IN
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(k) Commanding Officer, 334th Avn Co (Atk Hel)

MAJ John H. Oliver	410-60-2717	IN
--------------------	-------------	----

(l) Commanding Officer, 324th AD(D) (28 Aug 69)

Incoming: MAJ Raymon L. Hardy	410-56-9486	IN
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(2) Unit Strength: On 31 October 1969, the Battalion was at 95% total authorized strength. Unit strengths are shown by Inclosure 2.

d. Aircraft Status: At the end of this reporting period the Battalion had on hand 88% of the total aircraft authorized. Aircraft status as of 31 October 1969, classified by unit and type of aircraft is shown by Inclosure 3.

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e. Chronology of Significant Events:

(1) 24 Sep 69 marked the sixth anniversary of Vietnam's oldest aviation battalion. Since their arrival in Vietnam, the "Old Warriors" have established a proud and enviable record, making them truly "First in Vietnam".

(2) On 10 Sep 69, this Battalion received a mission to establish and maintain a 12 point refueling facility and a 4 point rearming facility at Xuan Loc. This facility was to replace the refueling and rearming points at Black Horse. The operation at Black Horse was being discontinued because the unit there was being moved. The facilities at Xuan Loc were to be operational by 15 Oct 69. The relatively short mission time made immediate and rapid action a necessity. Immediate help was obtained from the Engineers and plans were quickly drawn for the project. A complete check of depot stocks revealed that most of the necessary equipment was located at Na Trang. A shortage of some necessary items made it apparent that an alternate plan would be necessary in order to meet the completion deadline. It was decided that the equipment at Black Horse would have to be moved to Xuan Loc and set up as a temporary facility until the equipment for the permanent site could be obtained and made operational. As soon as the refueling and rearming operation at Black Horse was discontinued, the equipment was moved to Xuan Loc and reinstalled. The relocation was accomplished with only a 36 hour loss of refueling-rearming capability. The 391st QM Detachment was assigned to this Battalion to provide personnel for operating the refueling facility at Xuan Loc. The rearming points are operated by personnel from this Battalion's Ammunition Supply Point at Bien Hoa. Because this Battalion is physically located 45 Kilometers from Xuan Loc, it has been recommended to 12th Aviation Group (Combat) that the 391st QM Detachment be assigned to the 323d ASD, located at Xuan Loc. This would greatly facilitate operation and control of the refueling and rearming facilities.

(3) On 9 Oct 69, this Battalion had an aircraft crash into the Song Dong Nai River. After the initial rescue operation recovered two survivors, an intensive search was organized to locate any other survivors and to recover bodies of those lost in the river. The Battalion Operations Center became the coordinating facility for the search and rescue operation. Because it was necessary for the Battalion Operations Center to continue with all normal Battalion operations, it quickly became apparent that adequate time and effort could not be expended on the coordination and control of the search and rescue by this section. It has since been suggested that another section of the Battalion be given the permanent mission of conducting all search and rescue operations. It became clear during the river search that a logical unit for the mission would be the Pathfinder Detachment.

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14 November 1969

SUBJECT: Operational Report - Lessons Learned, 145th Aviation Battalion
(Combat), Period Ending 31 October 1969 PES CSFOR-65 (R2)

(a) The Pathfinder Detachment is the only unit organic to this aviation Battalion which is trained and equipped to conduct the ground operation necessary in search and rescue. It is capable of being airlifted to a crash site on short notice to secure the area and to perform the rescue and recovery of personnel and equipment. The Pathfinders have sufficient training in demolition to improve landing zones near a crash site for rescue and recovery aircraft and to destroy downed aircraft and equipment when recovery is not practical. In order for the Pathfinder Detachment to serve as the capable and efficient Search and Rescue Unit needed in an aviation battalion, it would be necessary to give them some additional training in specific techniques of land and water search and rescue and to provide them additional equipment.

(b) The greatest handicap this Battalion had in conducting its search and rescue operation was in obtaining sufficient equipment. It was necessary to coordinate with six separate major units of the Army, Navy and Air Force to obtain essential equipment. This caused a substantial loss of valuable time in an operation where time was of utmost importance. A central facility should be available where equipment necessary for search and rescue operations can be obtained with a minimum of delay. This equipment should include river craft and motors, water life gear, long probing poles, grappling hooks, and sufficient slings and cables to airlift this equipment to rescue sites.

(4) The following is a list of the awards submitted for and received by individuals of this Battalion.

<u>SUBMITTED</u>	<u>AWARD</u>	<u>RECEIVED</u>
2	Silver Star	1
1	Legion of Merit	0
24	Distinguished Flying Cross	8
7	Soldier's Medal	5
0	Bronze Star - V	5
84	Bronze Star	50
41	Air Medal - V	17
1400	Air Medal	2238
6	Army Commendation Medal - V	6

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SUBJECT: Operational Report - Lessons Learned, 145th Aviation Battalion
(Combat), Period Ending 31 October 1969 RES CSFOR-65 (R2)

<u>SUBMITTED</u>	<u>AWARD</u>	<u>RECEIVED</u>
105	Army Commendation Medal	89
16	Purple Heart	21
31	USARV Certificate of Achievement	22
1	Valorous Unit Award	0
1	Vietnamese Service Medal	0
20	Vietnamese Cross of Gallantry - Bronze Star	0
5	Vietnamese Armed Service Medal - Honor Class	0
1	Vietnamese Staff Service Medal - 1st Class	0

(5) At the present time, this Battalion's in-country replacement training has been integrated with the 1st Cavalry Division (Airmobile). 192 replacements have been trained by the 1st Cavalry Division (Airmobile), bringing our backlog of personnel needing in-country replacement training down to a minimum and allowing each man arriving in this unit to have all mandatory training completed by his second week in country.

f. Results of Operations: This Battalion hauled twice as many tons of cargo and destroyed or damaged almost three times as many structures this reporting period as last while reducing aircraft losses by over 50%. The reduction in number of sampans destroyed was due to the discontinuation of the "Firefly" mission. For a breakdown of operational statistics, see Inclosure 4.

2. Lessons Learned: Commander's Observations, Evaluations, and Recommendations:

a. Personnel: Awards and Decorations File:

(1) OBSERVATION: Quite often an award or decoration for which a man is recommended is not approved or returned until after the man has left Vietnam. The man often writes back to his unit to inquire about his decoration only to find that the awards and decorations officer can not give him adequate information on the disposition of the award. Even persons still in the unit are sometimes unable to obtain information on the disposition of awards or decorations long overdue.

(2) EVALUATION: Each unit is presently using a different and generally inadequate system of filing awards and decorations actions.

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SUBJECT: Operational Report - Lessons Learned, 145th Aviation Battalion (Combat), Period Ending 31 October 1969 RES CSFOR-65 (R2)

Information recorded is often insufficient to properly follow up overdue recommendations for awards.

(3) RECOMMENDATION: A standardized card filing system should be adopted by each unit in the Battalion. Each card should contain the individual's full name, SSAN and DEROS. It should also contain a current list of awards and decorations for which the person has been recommended, date recommended, headquarters to which the recommendation was submitted, current status of the recommendation, and, if approved, the General Order number and date of the approval. A suspense file should be established so that awards not acted upon within the normal sixty (60) day period can be traced.

(4) COMMAND ACTION: All company awards and decorations officers have been instructed to establish a file in accordance with the above recommendation. A 12th Aviation Group (Combat) Form 52R has been distributed to each company to be used to record their awards.

b. Intelligence: Storage of SECRET Documents:

(1) OBSERVATION: SECRET documents have been stored at company level. Personnel at company level lack the necessary intelligence/security training to properly handle SECRET documents.

(2) EVALUATION: It is not necessary to keep SECRET documents at company level. Storage of these documents at Battalion level would insure handling by properly trained personnel and still provide access to the documents by company personnel when necessary.

(3) RECOMMENDATION: Remove all SECRET documents from company level. Destroy documents no longer needed and store the remainder at Battalion level.

(4) COMMAND ACTION: All SECRET documents previously at company level have been destroyed and the DA Form 455 placed in the Active Log. No material higher than Priority III will be stored at company level.

c. Operations:

(1) Obtaining Artillery Clearance Before Departure:

(a) OBSERVATION: In many instances aviators are not obtaining artillery clearances prior to departure. The close proximity of artillery units to many departure points makes take off from these points without an artillery clearance very hazardous.

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SUBJECT: Operational Report - Lessons Learned, 145th Aviation Battalion (Combat), Period Ending 31 October 1969 RES CSFOR-65 (R2)

(c) RECOMMENDATION: Artillery clearance will be obtained for all flights prior to take off.

(d) COMMAND ACTION: A letter has been sent to each of the companies in the Battalion outlining the above recommendation. It was also stated that unit SOP's will include this procedure.

(2) Altitude Restrictions During the Conduct of Combat Assaults

(a) OBSERVATION: Several times an uncoordinated and dangerous situation has occurred with regards to altitude separation of various aviation elements during the conduct of a combat assault (CA).

(b) EVALUATION: On occasion there have been the following numbers of aircraft operating within a confined AO during a CA operation: a flight of nine (9) slicks, a light fire team (2 gunships), a hunter-killer team (1 AH-1G and 1 LOH), a C & C aircraft (1 slick), and observers from higher headquarters (2 slicks). That is a total of sixteen (16) aircraft operating in a confined air space, often made more confined due to ceiling limitations. Problems have been encountered from units attached and/or observing the operation in the form of unwillingness to conform to altitude/space restrictions given by the Air Mission Commander. This has been especially prevalent in attached hunter-killer teams under operational control of the ground commander. Because of the extreme hazard in operating a large number of aircraft in a relatively small airspace, it is essential that all aircraft involved in a CA operation be controlled and supervised by the Air Mission Commander.

(c) RECOMMENDATION: Airmobile Task Force Commanders and commanders of attached/OPCON units should be reappraised of the responsibility and authority of the Air Mission Commander in matters pertaining to aircraft operation and safety. All aircraft involved in a CA operation should contact the Air Mission Commander for instructions before entering the AO and should comply with all instructions received.

(d) COMMAND ACTION: The above recommendations were presented at a 12th Aviation Group (Combat) S-3 meeting for dissemination to appropriate ground and air commanders. This action resulted in improved cooperation among air assets involved in CA operations, thus greatly enhancing the efficiency and safety of the operation.

(3) Use of TACAN for Emergency Standby Fire Teams:

(a) OBSERVATION: Emergency Standby fire teams must be able to be airborne within five minutes after notification by the Battalion Operations Center and must be able to navigate quickly and accurately

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14 November 1969

SUBJECT: Operational Report - Lessons Learned, 145th Aviation Battalion
(Combat), Period Ending 31 October 1969 RES CSFOR-65 (R2)

to any location in the III Corps Tactical Zone. Precious time is sometimes lost because of miscommunication of military grid coordinates or errors in navigation to specific coordinates.

(b) EVALUATION: Time is sometimes lost because it is necessary for the aircraft crews to plot the coordinates on a map before proceeding to the location. Difficulties also arise in navigating over unfamiliar terrain to a specific grid coordinate. A navigation system is needed which would simplify and speed communication of and navigation to a specific location.

(c) RECOMMENDATION: TACAN equipment should be installed in all helicopter gunships. Locations of ESB fire team missions should be given as distance and radial off the Bien Hoa TACAN. Military grid coordinates should continue to be given. Coordinates would serve as a cross check and a backup for the TACAN equipment but would not need to be plotted by the aircraft crew until they were enroute to the mission location.

(d) COMMAND ACTION: The above recommendations will be made through appropriate channels.

d. Organization: None

e. Training: Equipment Reports Clerks:

(1) OBSERVATION: During this reporting period, inspection of units in this Battalion revealed a need for additional training in the preparation, submission and filing of TAERS forms pertaining to aircraft.

(2) EVALUATION: This situation was caused primarily by the departure of trained personnel from the command prior to the arrival of suitable replacements. The Equipment Reports Clerks authorized by MTOE 1-077G are not being assigned to this Battalion. Graduates of the 67N20 course arriving in this unit are unable to complete a DA Form 2408-13 prior to receiving instruction.

(3) RECOMMENDATION: Each unit should establish a cyclic training program on TAERS forms and reports to ensure that all personnel are properly trained. The curricula at the Aircraft Mechanic MOS awarding schools should be revised to more effectively teach all the pertinent forms and records. School trained Equipment Reports Clerks should be assigned to bring the personnel on hand up to the number authorized.

(4) COMMAND ACTION: Classes are being conducted to train all maintenance personnel in proper TAERS procedures.

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SUBJECT: Operational Report - Lessons Learned, 145th Aviation Battalion
(Combat), Period Ending 31 October 1969 RES CSFOR-65 (R2)

- f. Logistics: None
- g. Communication: None
- h. Material: None
- i. Other: None

4 Incl
as
Incl 2 wd HQ, DA

John J. Top
JOHN J TOP
LTC FA
Commanding

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- 2 - CINCUSARPAC, ATTN: GPOP-DT, APO 96558
- 3 - CG, USARV, ATTN: AVHGC (DST), APO 96375
- 2 - CG, 1st Avn Bde, ATTN: AVBAGC, APO 96384
- 3 - CO, 12th Avn Gp (Cbt), ATTN: AVBACA-SC, APO 96266

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AVBACA-SC (14 Nov 69) 1st Ind
SUBJECT: Operational Report - Lessons Learned of 145th Aviation
Battalion (Combat) for Period Ending 31 October 1969
(RCS CSFOR-65)(R2)(U)

DA, HEADQUARTERS, 12TH AVIATION GROUP (COMBAT), APO 96266 24 November 1969

TO: Commanding General, II Field Force Vietnam, APO 96266

1. (U) In accordance with AR 525-15, the Operational Report - Lessons Learned of the 145th Aviation Battalion (Combat) for the period ending 31 October 1969 is forwarded.
2. (C) Reference paragraph 1, Operations: Significant Activities. Page 3, para e(2). This headquarters is presently staffing the assignment of the 391st QM Detachment to the 323d Airfield Support Detachment.
3. (C) Reference paragraph 2 Lessons Learned. Pages 5 and 6, para a. Awards are often returned to a unit after a member's DEKOS because the recommendation was submitted late by the originator. The recommendation contained in para a(3) is being adopted throughout 12th Avn Gr (Cbt).
4. (C) Reference Inclosure 2. NHC authorized officer strength should read "19" instead of "18".

FOR THE COMMANDER:


RONALD C. VINES
Major, Infantry
Adjutant

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AVFBC-RE-H (14 Nov 69) 2nd Ind
SUBJECT: Operational Report - Lessons Learned, 145th Aviation Battalion
(Combat), period ending 31 October 1969 RCS CSFOR-65 (R2)

DA, HQ II FFORCEV, APO San Francisco 96266 3 DEC 1969

THRU: Commanding General, 1st Aviation Brigade, ATTN: AVLA-C, APO 96307

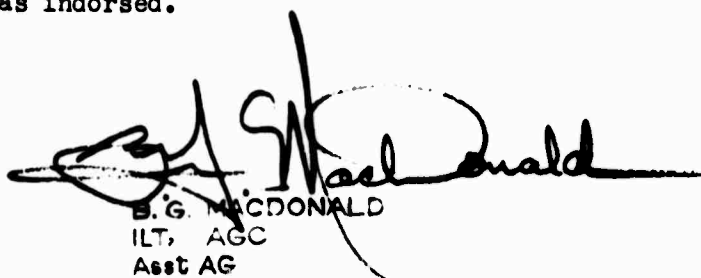
Commanding General, US Army Vietnam, ATTN: AVHGC(DST), APO 96375

Commander-In-Chief, US Army Pacific, ATTN: GPOP-DT, APO 96558

TO: Assistant Chief of Staff for Force Development, Department of the
Army, Washington, D.C. 20310

This headquarters has reviewed and concurs with the Operational Report -
Lessons Learned of the 145th Combat Aviation Battalion for the period
ending 31 October 1969, as indorsed.

FOR THE COMMANDER:



B.G. MACDONALD
1LT, AGC
Asst AG

AVBAGC-0 (14 Nov 69) 3d Ind
SUBJECT: Operational Report-Lessons Learned, 145th Aviation Battalion
(Combat), Period Ending 31 October 1969 RCS CSFOR-65 (12)

DA, HEADQUARTERS, 1ST AVIATION BRIGADE, APO 96384

THRU: Commanding General, United States Army Vietnam, ATTN: AVBAGC-01,
APO 96375
Commander-in-Chief, United States Army Pacific, ATTN: SPOC-01,
APO 96558

TO: Assistant Chief of Staff for Force Development, Department of the
Army, Washington, D.C. 20310

1. This headquarters has reviewed subject report and concurs with the
contents as indorsed.

2. The following additional comments are considered pertinent:

a. Paragraph 1e(3), page 3 discusses control of search and rescue
operations. It is impossible to cover all eventualities in search and
rescue type operations and therefore impractical to have coordination
delegated to a specific type of unit. Because of the complexity and
magnitude of search and rescue operations, coordination and control
should be maintained at the battalion operations center. Where joint
service search and rescue is required, the battalion operations center
is the lowest echelon having the capability for control and coordina-
tion. If special equipment is needed for sea, land and air search, a
pathfinder detachment does not normally have the training or equipment
for such operations. However, the battalion operations center should
plan for pathfinder utilization in strictly a land search.

b. Paragraph 2a, page 5 discusses the adoption of a suspense system
to control the flow of correspondence pertaining to awards and decora-
tions. Paragraph 4c, 1st Aviation Brigade Regulation 672-1, dated
11 October 1969, directs that all units maintain suspense files on
awards and decorations.

c. Paragraph 2c(3), page 7 recommends TACAN navigational equip-
ment be installed on armed helicopters. Although this equipment would
enhance navigation, it would not necessarily increase mission reaction
time unless all aircraft are similarly equipped. If targets were
reported by other aircraft, such as the LOH, TACAN equipment would
be needed to relay data in relation to a TACAN station. Additionally,
since ground troops initiate a large percentage of target data and
have no access to TACAN equipment, visual navigation will be a continu-

AVBAGC-0 (14 Nov 69) 3d Ind
SUBJECT: Operational Report-Lessons Learned, 145th Aviation Battalion
(Combat), Period Ending 31 October 1969 RCS CSFOR-65 (R2)

requirement. Attempts to relay target location data requiring conversion to TACAN data would further delay armed helicopter response times.

FOR THE COMMANDER:



ARTHUR W. LITTLE
CPT AGC
Asst AG.

Copy 3d Ind Furn:
CO, 145th Avn Bn (Cbt)

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AVHGC-DST (14 Nov 69) 4th Ind

SUBJECT: Operational Report-Lessons Learned, 145th Aviation Battalion (Combat), Period Ending 31 October 1969, RCS CSFOR-65 (R2)

HEADQUARTERS, UNITED STATES ARMY, VIETNAM, APO San Francisco 96375

TO: Commander in Chief, United States Army, Pacific, ATTN: GPOP-DT, APO 96558

1. (U) This headquarters has reviewed the Operational Report-Lessons Learned for the quarterly period ending 31 October 1969 from Headquarters, 145th Aviation Battalion (Combat) and comments of indorseing headquarters.

2. (C) Comments follow:

a. (U) Reference item concerning "Search and Rescue Operations", page 3, paragraph 1e(3), and the 3rd Indorsement, paragraph 2a; concur with the 3rd Indorsement. No action by higher headquarters required.

b. (U) Reference item concerning "Altitude Restrictions During the Conduct of Combat Assaults", page 7, paragraph 2c(2): Concur with recommendations provided the Airmobile Task Force Commander delegates this authority to the Air Mission Commander.

c. (C) Reference item concerning "Use of TACAN for Emergency Standby Fire Teams", page 7, paragraph 2c(3), and the 3rd Indorsement, paragraph 2c; concur with the comments in the 3rd Indorsement. Nonconcur with the unit recommendation. The TACAN system was designed to provide navigation assistance in rear areas, primarily at higher flight altitudes. The tactical limitation imposed by the use of a system which requires radio line of sight is not compatible with the Army's concept of operations in the forward area i.e. low altitude operation at long distances from rear area TACAN stations. Until a light weight, ruggedized version of the ground TACAN station is developed for forward area deployment, the Army has chosen not to equip helicopters with TACAN receivers. Some fixed wing aircraft which primarily navigate in rear areas have been selected for TACAN installation. The Army is currently investigating on-board, self contained navigation systems for helicopters.

d. (U) Reference item concerning "Equipment Report Clerks", page 8, paragraph 2e: Concur with the establishment of a cyclic unit training program. Visits to units by the USARV Aviation Standardization

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AVHGC-DST (14 Nov 69) 4th Ind
SUBJECT: Operational Report-Lessons Learned, 145th Aviation Battalion
(Combat), Period Ending 31 October 1969, RCS CSFOR-65 (R2)

and Training personnel have not revealed deficiencies concerning the
ability of graduates to properly fill-out TAERS forms and records.

FOR THE COMMANDER:

[Signature]
I. D. MURRAY

Cy furn:
145th CAB.
1st Avn Bde.

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GPOP-DT (14 Nov 69) 5th Ind (U)

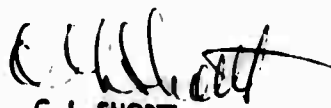
SUBJECT: Operational Report of HQ, 145th Aviation Battalion (Combat)
for Period Ending 31 October 1969, RCS CSFOR-65 (R2)

HQ, US Army, Pacific, APO San Francisco 96558 29 JAN 1970

TO: Assistant Chief of Staff for Force Development, Department of the
Army, Washington, D. C. 20310

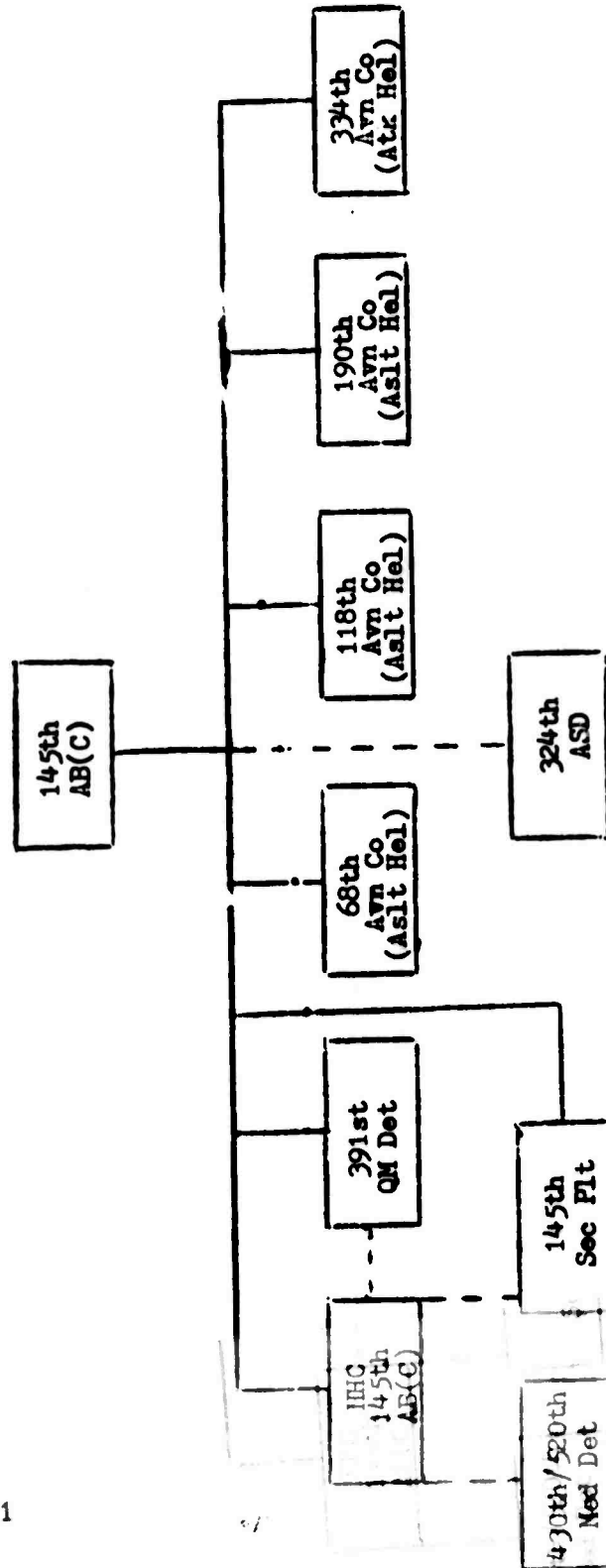
This headquarters concurs in subject report as indorsed.

FOR THE COMMANDER IN CHIEF:


C. L. SHORTT
CPT, ACC
Asst AG

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145TH AVIATION BATTALION (COMBAT)
ORGANIZATION



All units are located at Bien Hoa Air Base, Vietnam, APO 96227.

Assigned

Attached

Inclosure 1

Inclosure 1

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Inclosure 3

HEADQUARTERS, 145TH AVIATION BATTALION (COMBAT)
31 October 1969
Aircraft Status

SUBORDINATE UNIT	UH-1B		UH-1C		UH-1D		UH-1H		AH-1G		OH-6	
	AUTH	O/H	AUTH	O/H	AUTH	O/H	AUTH	O/H	AUTH	O/H	AUTH	O/H
HHC, 145th AB(C)	0	0	0	0	0	1	0	1	0	0	3	0
68th Avn Co (Aslt Hel)	0	0	8	7	0	8	23	12	0	0	0	0
118th Avn Co (Aslt Hel)	0	0	8	7	0	13	23	7	0	0	0	0
190th Avn Co (Aslt Hel)	0	7	8	0	0	9	23	11	0	0	0	0
334th Avn Co (Atk Hel)	0	0	0	0	0	1	3	1	21	21	0	0
BATTALION TOTALS	0	7	24	14	0	32	72	32	21	21	3	0

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145th Aviation Battalion (Combat)
31 October 1969
Operational Statistics

SUBORDINATE UNIT	HOURS FLOWN	SORTIES FLOWN	PAX	CARGO (TONS)	ENEMY KBA	STRUCTURES		S.M.PANS		AIRCRAFT	
						D.M	DST	D.M	DST	D.M	DST
68th Avn Co (Aslt Hel)	8166	25,488	46,346	442	8	7	15	0	0	1	2
118th Avn Co (Aslt Hel)	8266	25,266	51,903	270	13	10	0	1	1	4	1
190th Avn Co (Aslt Hel)	8511	26,959	53,459	162	29	3	8	0	0	8	2
334th Avn Co (Atk Hel)	5060	9,333	249	0	160	70	242	1	10	3	0
HHC, 145th Avn Bn (Cbt)*	156	298	115	4	0	0	0	0	0	0	0
Battalion Totals	30159	61,344	152,072	878	210	90	265	2	11	16	5

*HHC statistics are for 1 - 31 Oct 69.

Inclosure 4

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